

February 14, 1973

remember he never even consulted me when it came time to set the hearing for the bills that I had before his committee. So, I think if he showed a little more courtesy other Senators probably would show a little more courtesy towards him.

SPEAKER: Senator Syas.

SENATOR SYAS: Mr. President, members of the body, Omaha is a transit company owned by Omaha, publicly owned. Publicly owned, they set up the routes...

SPEAKER: Senator Syas. Just a moment, Senator Syas, I would like to remind the Senators. We are still on Final Reading. We aren't...we have a motion before us but it seems to me it relates to Final Reading. Go ahead, Senator Syas, I am sorry.

SENATOR SYAS: Well, that's alright. I'll start a little bit over. I'm not going to be long, but Omaha owns this Transit Authority. It's municipal owned. We put tax money in it. Our money, not the state's. Our money. Mill levy and we had to go into this business because the other ones was supposedly broke. I don't know if it actually was or not, but Gene Mahoney introduced...Senator Mahoney introduced the bill last time and he said it was broke, so I guess it was broke. Anyhow, we went into municipal ownership like Lincoln did, as I say again, with out money. Now, the whole thing in this bill is that what used to be the Railway Commission, now is the, what do they call it now. It's got a new, new..Public Service Commission had the right on private operators to regulate routes and hours and all things of that nature. If this was privately owned, they'd still have this right. This bill merely says that we can run it the way we want to run it and there is some merit to that because why should we have to come here if we see that a certain route should be shortened or taken up at a certain time, why should we have to before we can do anything consult with the Railway Commission. We have an appointed Board, will be appointed. Passed that bill. I think it was yesterday or the day before. This puts it reasonably under the control of the City Council. Under the control of the City Council, they are elected. Let the people take it out on the City Council. If these appointed Board doesn't do right. I'm not delighted with this bill or the one before. I wasn't delighted with the bill a year ago. I didn't want to make it public ownership, but I guess it just come about that this was the only way we could do it. So, I have to defend the bill in the fact that I don't think that this is any of the state's concern now. If this was a private or a private carrier, that's one thing, but this is a public carrier, publicly owned.

SPEAKER: I presume we could debate this for an unlimited amount of time. Senator Fellman, do you want to respond to Senator Carpenter's motion here.

SENATOR FELLMAN: Mr. President, members of the Legislature, I am amazed that somebody would accuse a freshman Senator that is obviously a little mixed up in procedure of not consulting him and I will not do what another Senator did and I will not take offense at any accusation that's made due to my own inability. I, also, can't help pointing out for a minute to call your attention to the statement of purpose which I assume was prepared by the honorable Senator Snyder which says that the reason for this bill is that it's time consuming for both the Omaha Transit Authority to consider this. Now it seems to me we're dealing with something when..when the problem of something being time consuming is of rather minor importance and it would appear to me from the debate here that there is a few other people in this Legislature that when they are asked to consider a bill relating to Omaha are concerned about the people in Omaha and are willing to step back and take a moment. I'll be happy to withdraw my motion in favor of Senator Carpenter's suggestion and I will be happy to discuss this with Senator Snyder or anybody else who is interested in good trans-